

Aviation News

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APRIL 8, 1946



Pogue's Successor: James M. Landis, dynamic Harvard Law School dean, who has been selected by President Truman to succeed L. Welch Pogue as chairman of the Civil Aeronautics Board after Pogue's resignation in June. Dean Landis, who has developed a course in international and domestic air law at Harvard and built up an aviation law library there, will bring to the Board an extensive economic background. He has held numerous government administrative posts. (Story on Page 32)

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TWA Outlines Foreign Pacts

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BOEING selects Honeywell Electronic Fuel Gages and Turbosupercharger Controls

for the NEW 377 STRATOCRUISER



Honeywell
CONTROL SYSTEMS

CREATIVE ENGINEERING

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THE AVIATION NEWS

Washington Observer



CAA'S REPAIR BASE—Chances of CAA's choosing Congressional authorization and opportunities for its repair base is originally envisioned are believed to be waving. National Aviation Trades Association's Region III last week went on record against it, several Democratic Representatives have indicated they will oppose it on the floor if the committee votes it out. More damaging to CAA's plans is that the General Accounting Office has indicated an informal and unofficial opinion that CAA can never have annual or semi-annual service contracts.

U. S. CHAMBER OPPOSES—One of the main reasons CAA announced for establishing its own repair base was that it took too much time to get there bids for every job costing more than \$500. The GAO report would wipe out this excuse. The U. S. Chamber of Commerce also has taken issue with CAA, citing the possibility of making annual contracts, and has sent letters to Administrator Wright and to Rep. Louis Robert (D-Mich.), chairman of the subcommittee, which is expected to act next week on CAA's request for an appropriation to set up the repair base.

SURPLUS PLANTS—The first request for "preference treatment" in the disposing of a surplus aircraft plant to an aircraft company has been handled, but the industry will wonder just when this treatment is in the Surplus Property Administration's report to Congress on surplus aircraft plants, it was stated that special treatment would be given to an aircraft company only on formal request by the Army or Navy. Republic Aircraft applied for War Department approval to a lease on its Farmingdale plant. The approval was in, at least, the War Department has no objection to the sale of the plant to Republic provided it did not jeopardize delivery of War Department supplies.

MOST PURCHASE—War Department and War Assets Administration have agreed that an aircraft company will be disposed of from a plant in which it is working on a Government contract. However, it is pointed out that the Department's approval of the Republic lease was negative instead of positive, and that the only safe way not to "jeopardize" Government production is for the company to buy the plant. Further, the Department checked the main point to make by now concerning its views on leasing of the plant.

COMPETITION VS. COMPETITION—Scheduled interstate routes, as well as prospective interstate feeder lines—which have been stalled by trucklines in offering unnecessary competition—now are worried by competition from non-scheduled operators. Some carry non-scheduled operators have been studying bills and other data submitted to CAB by interstate and feeder operators. Then they set up service between the known and non-scheduled carriers. Point is that at some time they might go before CAB and claim prior operating rights.

CONTRACT TERMINATION—There will be no new civilian agency to take over the Government's end of transportation settlement. Settlement will remain with the services. The Office of Contract Settlement will disappear and in the reorganization the remaining functions will go to the Office of War Mobilization and Reconstruction. The Office of Contract Settlement has had lower termination policy with procurement agencies the operational organizations.

AT-11 PRICE—War Assets Corp. was worried for a while over concerns of the price range on surplus AT-11 two-engine, Beech trainer—\$17,500 to \$25,000—in view of the fact that approximately two years previously sold the highest price was \$15,000. Being explained now is that former sales were of non-flyable AT-11's, and that prices were based on condition.

AAP TECHNICIANS—Fast-moving technological needs have prompted the Army Air Forces to select a group of officers, preferably technicians or engineers with combat experience, to attend leading universities that year. Approximately 30 officers will be named for the first class and about 500 additional will be selected later.



Coast Guard helicopter lands on the carrier USS Intrepid during "Operation Proteus" (See Page 10)

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News at Deadline

Non-scheduled Parley Called

First major meeting of non-scheduled cargo and passenger carriers in the U. S. has been scheduled for April 15 at the Waldorf-Astoria Hotel, New York, by the Institute of Air Transportation, 590 Fifth Avenue. Representatives of some 75 non-scheduled carriers are expected to attend the session where government regulations will be discussed and possibilities of group purchasing, uniform bills of lading, joint maintenance facilities and a public relations program will be explored.

MATA Group Opposed CAA Base

When 711 of the National Aviation Traffic Association, meeting in Chicago last week, went on record—(1) against establishment by CAA of a repair base, (2) for reorganization of MATA into state, rather than regional units, (3) against CAA's proposed regulation change which would permit one-half of required dual time for a private certificate to be given by an approved instructor, (4) in favor of the national president of MATA, ending a meeting of the board of governors to recommended curriculum for flight training for veterans, and a made to standard revised-flight training program through an increase in class (AUGUST 1936, Feb. 14) had not yet a vote, although it was tacitly approved by officers.

Personal Plane Conference Set

A joint meeting on personal aircraft of CAA and the Aircraft Requirements Committee of the Aircraft Industries Association will be held in Washington at the Sheraton Hotel May 1-6. Tentative topics of discussion include certification procedures, design requirements according to Part 83 of Civil Air Regulations and flight test procedures.

Landing Aids Project Mapped

A joint landing aids research center will be set up May 1 at the Navy's Aviation, Civil, Experimental station with the Army, Navy, ATA Commerce Department and Radio Technical Commission for Aeronautics co-operating in work on all-weather flying problems.



Well on the road to recovery from post-war slump, the aviation major aircraft plants of the West Coast aircraft industry had well in excess of \$600,000,000 in backlog orders, military and commercial at the close of the year's first quarter. While the companies have noted no formal announcements of their position as of April 1, the following backlog estimates are made by AVIATION NEWS.

Lockheed Aircraft Corp., \$130,000,000 military and \$57,000,000 commercial, plus \$15,000,000 in conditional contracts and options.

Douglas Aircraft Co., \$115,000,000 military and \$167,000,000 commercial. **Northrup Aircraft, Inc.**, \$15,000,000 partially military and including a relatively small amount of commercial aircraft production.

Boeing Aircraft Co., \$111,000,000 combined military and commercial. **Consolidated Vultee Aircraft Corp.**, \$12,000,000 in commercial transport orders.

Neither Cessna nor North American Aviation, Inc., will discuss the current value of military backlog, which cover aircraft and related equipment, and may have a total value in excess of \$100,000,000. Similarly, no information is available on Ryan Aeronautical Co.'s backlog.

Indications are that the system set up with considerable industry help last year assigning U.S. civil air traffic to key foreign countries will be modified. At present, State Department officials say that while aviation specialists will be assigned to posts of various foreign posts, the new will be based in Washington. The setup may be taken out of the Department's Aviation Division and actual foreign contacts handed over to experienced consuls throughout the world, derived from here.

Cessna Aircraft Co. is considering sale of its Hutchinson, Kansas plant. It has already received several bids.

Production applications are showing active interest in the new Lockheed S-300, but do not expect any deliveries until 1947, leaving the new Boeing D-10C as the only contender in the S-300 class which is likely to be ready this year.

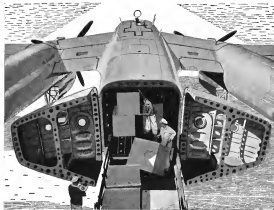
Industry observers in Canada report Fairchild Aircraft, Ltd., Montreal, has designed a small single transport aircraft designed for Canadian bush operations. It is powered with a Pratt & Whitney engine. Test flights are scheduled for early summer.

Kearney, Ann, one of the largest surplus aircraft centers in the country, with slightly more than 7,000 aircraft, also will be expanded to 15,000 planes, according to written surplus agency officials. Probably no more than 10 percent will be sold. Those of potential military value will be processed in long-term storage. The agency will be required to keep, with parts salvaged, PW-3400-43 surplus planes already have been removed from B-24s, and are on sale at from \$67 to \$600 each. An engine in good condition can be modified for about \$1,000 for DC-3 installations, surplus vehicles say.

Aircraft has been reported considerably in certain sections of the country since Second Assistant Postmaster General Earl Sullivan moved heavy loads in at least two instances for oil loading or delaying pickup of mail at heavy passenger loads.

Consolidated Vultee design reports that production of the Stinson P-300 will be transferred from Wayne, Mich. Officials said recently that schedule plans call for producing up to 30 P-300s a day at Wayne. Payroll there was last reported at approximately 1,500. Company's development group, formerly known as the San Diego, now is headed by Joe Green, and will remain in San Diego.

One of the world's largest aircraft engine manufacturers capable of shipping nearly twice the power of present types, is the new Pittsburgh of the Westinghouse Electric. Of the combination eddy-current and dc electric type, the new design consists of two 410-hp dc generators and two 3,000-hp eddy current brakes, all coupled to a single shaft. One of the generators may be disconnected and used in test stand engines, if desired. Whereas present dynamometers in wide use can absorb only 4,000 hp, this new unit will handle up to 7,700 hp. The customer for this equipment has not been announced.



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Aviation News
McGraw-Hill Publishing Co., Inc.

April 6, 1946

Rocky Mountain, Florida Cases Assure National Feeder System

CAB decisions in first two of 11 proceedings indicate local needs will be secondary to desirability of establishing nation-wide network; these temporary new certificates issued

By CHARLES L. ADAMS

Passing the first links in a nationwide system of feeder lines, the Civil Aeronautics Board has granted three-year temporary certificates to three new carriers in the Rocky Mountain and Florida areas and established principles which assure local service with trunk line connections to some of small cities never before provided with scheduled air transportation.

The new air lines set up by the Board in its first two decisions in 11 regional feeder cases are Ray Wilson, Inc., Denver, Colo., Western Airways, Inc., Loveland, Wyo., and Ontario Airlines, Orlando, Fla. The Board also authorized new stops and route extensions for Western Air Lines, Island Air Lines and National Airlines.

Argument Will For Future—Goals of the route authorizations, especially the unrestricted certification of a feeder in the Florida area, suggest well for substantial favorably recommended by examiners in the West Coast and New England cases, which are due for early Board action.

Board Application Seen—Assurance that the new feeder services were not granted simply because of conditions peculiar to the Rocky Mountain and Florida areas was unmistakable in the Board's statement of guiding principles covering all feederline applications.

"We believe," the Board said, "that we should authorize a reasonable amount of local service throughout the United States on an experimental basis. This will permit the development of actual traffic experience, non-existent now, which can be used effectively in a guide to making any future additions to this service."

Will Be On Strict Probation—CAB made clear, however, that the ne-

feederline would be on strict probation. In issuing new certificates to carriers which show the best expectation of success at a reasonable cost to the government, and in specifying that the operations must show justification for continuance after the experimental three-year period, the Board said:

"We cannot emphasize too strongly that the carriers authorized to operate such services will be expected to be on a constant search for methods of achieving economies in operation." In order that they may not become increasingly dependent on government mail subsidies.

All Have Experienced Backers—All of the newly certificated feederlines are backed by men with considerable experience in fixed line

Faction Came Slowly

With the recent award of certificates of convenience and necessity in the first CAB regional route case decision, only one new line had been authorized to start operations since the board was created.

That was Kaiser, Inc., whose Texas route, the only three-year temporary certificate, is wholly within that state. The latest certificates are the first the board has granted to new carriers for interstate operations. Aside from Kaiser, the national route pattern represents extension of routes certificated under the automatic "grandfather" clause of the Civil Aeronautics Act of 1938.

operator Ray Wilson, president and majority stockholder of Ray Wilson, Inc., which will operate five routes extending from Denver to Salt Lake City and Albuquerque, has been engaged in various aeronautical activities in the vicinity of Denver since 1926.

In 1935 he started a flying school and additionally conducted aerial



TERRORS LAST YEAR—JUNK TODAY:

These B-29 super-heavy Flying Fortresses lined up at Kingman, Ariz., surplus depot to await the unwelcome are a graphic demonstration of the speed with which overmight become obsolete. Only a few years ago they were the terrors of the skies, now they are good only as scrap.

photographic surveys and charter services. Three years later his business was incorporated as Ray Wilson, Inc. In 1941 the activities of Ray Wilson, Inc. were expanded and Ray Wilson became a partner in the Wilson-Bendish Flying School at Chaska, Minn., which carried out a cadet training program for the Army Air Force.

■ **W4 Increased.** Capabilities.—Funds and equipment of the Wilson-Bendish Flying School will be available for the feeder operation, and authorized capital of Ray Wilson, Inc., will be increased to \$508,000.

When last week told Aviation News that the hopes to activate several routes with one round-trip daily in late summer travel this summer. He said that while two-engine Beechcrafts were originally chosen for the service "four-engine" may be used instead.

■ **Service Given Three Routes.**—Sunair Airways, which has been well-touted for three years extending north and west from Denver to Billings, Mead, and Salt Lake City, was organized in 1940 by the late Charles W. Hixie, Jr. to conduct business activities, especially oil hauling, at Laramie.

On the death of Hixie last year, his majority stock interest in Sunair was purchased by Fred M. Manning, an oil executive. Knowledge facilities and personnel of Sunair's food based operations will be used as a nucleus for the feeder service, with about \$250,000 to be spent for five Beechcrafts and maintenance equipment.

■ **Florida Line Planned in '44.**—Orlando Airlines, which will have routes in northern Florida connecting Orlando with Tallahassee, Gainesville, and Jacksonville, is headed by Thomas E. Gordon, a pilot who served as a commercial pilot at Columbus, S. C., after World War I. Gordon acquired the business with a partner, Orlando, early in 1944 in the name of Florida Aeronautical Society Co. In March, 1944, he organized Orlando Airlines, an interstate charter service.

He intends to begin operations using four, single-engine, three-passenger Fairchild F-24s, later switching to two-engine Beechcrafts.

■ **Details Given.**—Details of the new routes and additional authorizations to existing carriers made by CAB in the Rocky Mountain case are:

■ **Ray Wilson, Inc.**—Three-year leasehold, exclusive franchise, primary and secondary routes to and from Billings, Mead, Salt Lake City and Grand Junction, Colo.

Scrap Aluminum "Verdict" Today

In the first major test of the market for aluminum scrap obtained from surplus aircraft, War Assets Administration news is expected today (April 3) on \$3,000,000 lots. This amount is presently the entire supply of aluminum scrap expected to be available, and both will be accepted for future delivery.

While surplus aircraft for months have been considered that scrap from combat aircraft would find a ready market, persons familiar with the metal and metal industry have been skeptical. They point out that the metal is not in as high a demand as it once was, and that reducing the aluminum might be uneconomical.

"Verdict" Today

In addition, there is the question of whether the supply of aluminum scrap will exceed the demand, thus creating a depressing effect on the market.

■ **Demand Still For Small Lots.**—Under regulations established by the old Surplus Property Administration, floor price for the aluminum scrap such as being obtained from surplus aircraft was set at a pound. WAA reports that the demand for small quantities of scrap has been high.

Whether the \$3,000,000 lot can be sold at the floor price, or whether some will have to be held back and sold into the market as it can be absorbed, is the question the bids are expected to answer.

Lend-Lease Deal Will Return Many Planes

Terms of the recently concluded lend-lease settlement with Great Britain are expected shortly to bring back into the United States sizable quantities of some foreign aircraft that are in demand and in flyable condition. Under the terms of the agreement, British warplanes returned plans into condition, and fly back to their country of origin.

One example is 1,000 PT-35s now in Canada. All will be sent back to this country. The 11 C-47s loaned to Britain have been returned to the United States.

■ **Details of Deal.**—Approximately 6,000 aircraft were involved in the settlement of \$332,000,000. For that sum, Great Britain receives: (1) full title to 77 Douglas C-47 transports for use on civil airlines; (2) full title to 600 C-47s, 25 Beech C-42s, and 15 Consolidated C-47s on provision that when they become surplus to British military requirements they cannot be transferred to any other nation without U. S. consent; (3) the lease of 670 C-47s for a total of 3,312 aircraft.

The title was effective, and the loans began last Sept. 2. The lease on any aircraft can be continued beyond the agreed term at the rate of \$23.33 per aircraft month. The 77 transports for the civil airlines were valued at a cost of \$28,000 each, while the 600 C-47s were paid at \$13,000 each. Covered by the lend-lease settlement were 1,570 transports, 3,546 trainers, 61 bombers, and 90 flying boats and amphibians.

The lease on any aircraft can be continued beyond the agreed term at the rate of \$23.33 per aircraft month.

■ **Returned Aircraft.**—An aircrafts returned to the United States in two groups in March and to include Fairchild C-47 and Vultee V-1A trainers.

Service Unification Advocates Intensify Educational Campaign

Developments indicate hicken feel fight is by no means won, despite Truman endorsement; Joint Air Defense Conference talks favor it as Navy withdraws in speaker.

Advocates of unification of the armed services feel the fight is by no means won, despite Truman endorsement, it is already indicated by a congressional bill is growing in strength to prevent, opponents favoring unification to the public.

Three developments point up the tightening water of the campaign. One is the election of D. T. Stokes (Republican) as president of the Air Power League (Aviation News, March 31) and the replacement of Executive Director Howard Angus by Col. Jacob Stout.

Stout, an AAF veteran who was in charge of primary training activities by contract schools early in the war, is reported to have been suggested by the post by the AAF high command.

■ **Another** to the activities of the Citizens Defense Council which is rapidly completing its organization and is expected shortly to reveal its entire program which will be developed.

■ **The third** was the recent Joint Air Defense Conference, sponsored by the National Aeronautics Association, which was held as an impartial appraisal of the merits of air-foes, but during which said

speakers pointed in favor of it.

■ **Truman's Proposal Is Proposed.**—President Truman's Army-endorsed unification plan was presented, but the impartiality of the conference collapsed when the Navy withdrew its speaker on the Eisenhower plan (which would create a third cabinet department, for air, consolidating the three in a national security council) for "reasons beyond the Navy's control."

■ **Endorsed By Small.**—Curtain supports of the Eisenhower plan, however, were endorsed by D. D. Small, chief of the Civilian Production Administration, who are in the National Security Resources Board proposed by Eisenhower a medium for speedy industrial mobilization in time of need.

He reviewed the difficulties prior to the establishment of the War Production Board and asserted a need for some protective agency which would be the nucleus of some future WPA.

The method of handling research under the Eisenhower plan was criticized by Dr. Vannevar Bush, director of the Office of Scientific Research and Development. He declared any scientific body must be

Leasing Dropped

Leasing of surplus transport aircraft will be discontinued effective July 1. War Assets Administration announced last week. Some 350 planes are now in effect, but there will not be affected, nor will there be provision of replacement.

Announcement means the discontinuance of the lease program have served their purpose to make surplus transports quickly available to the airlines during the initial stages of reconstruction. However, leases have proved less popular with some top airline officials who felt they were not as easy as obtaining the aircraft. It was pointed out that an airline could lease a transport for five years, wear it out, when new equipment was available, return a surplus to the Government.

■ **Blocked By Officials.**—Leases on all surplus property are barred on the ground that it is impractical to handle the large quantities of surplus property. This view is reflected in WAA's announcement of the discontinuance of surplus lease program. (Continued on page 2)

so constituted as to be able to resolve differences arising within itself. Bush recommended the Army's unification plan as being



NEW NORTHROP CAMERA PLANE:

Based on its own design, Northrop Aircraft has developed the P-15 Reporter, a four-engine camera plane. Designed during design phase of the conflict and now in production, the plane showed so much promise in both air and land photography that a \$7,500,000 contract for 175 units was given and now is being filed. The basic design mounts six cameras, and otherwise arrangements

will permit the mounting of eleven different types of cameras. What is to be the largest piece of equipment ever built by the Reporter is a massive bubble canopy protecting the plane's two-man crew. 260-degree vision. The plane has a range exceeding 1,800 miles, and a ceiling in excess of 25,000 ft. It is powered by two Pratt & Whitney R-2800-C engines equipped with turbochargers.

the best proposal awarded as research is determined.

Ex-Libris Krasnopol Talk—Ed Gen. Ivo C. Kolar, keeping the conference in place of W. Stuart Symington, assistant secretary of defense, said: "We will give you four points: formally for security. First must be professional diplomacy—diplomats trained and educated with the same effort put into training officers and soldiers. Second must be a strong military. Third, we must have a strong navy. Fourth, we must have good military equipment. If we did not have good intelligence early in the war," third must be adequate military organizations to support the United Nations. Symington said that the U.S. must own ships in case UMO breaks out. "The U.S. must be able to break the country a proper brand of petroleum," people are putting their own interest ahead of the interest of the world."

► Meros Research—is the military organization which finally emerges. Kaker wants the emphasis to be on research and development. He warned that if engineering is to continue on an adequate scale, the Federal Government must do it. "The second weapon," he said, "is almost useless."

Major Gen. Patrick J. Sharkey, former ambassador to China, criticized the Army, Navy and Air Force for not getting together and presenting a plan of unification to Congress. He declared the armed forces should be reorganized and re-equipped in the light of the changed concept of national defense brought about by rocket inventions and the control of atomic energy.

Midway Returns

The 45,000-ton aircraft carrier Midway has returned home the Navy's "Operation Prostate" after testing equipment and techniques under severe weather conditions in Arctic areas.

Rear Admiral John H. Casady, commander of the Task Force, and Capt. Herbert S. Dunkworth, skipper of the Midway, both indicated they had found answers to most of the questions propounded by the operations and that the expedition was a success.

Senior Joins Colombia

H. Heinrich Spang, CAB member since November, 1942, was formerly with the Board's Economic Warfare Division. He has resigned because of illness and vice-pres-



and is located temporarily in the Shoreham Building, Colonel, who transferred to the new Washington Metropolitan Office on April 1, will open a Washington executive office shortly.



CAA, State Officials To Continue Sessions

A continuing series of regional meetings with state aviation officials has been inaugurated by CAA to assure cooperation in the prevention and punishment of reckless flying. Two important by-products are expected to be the strengthening of the National Association of State Aviation Officials, and better relations between CAA regional administrations and state officials.

Three meetings have been held, and the fourth was to be held in Atlanta late last week. At the close of each session, arrangements have been made for quarterly conferences in the future. The first meeting was held in New York last month, with another later in Minneapolis.

New Group Set Up—The other meeting at which CAA was represented, was called in Elmd. Cdn., by representatives of 800 state aviation commissioners and resulted in the formation of the Association of Southwest Aeronautical Officials, which will become affiliated with NABAO.

The program is an outgrowth of the long negotiations between NABAS and CAA on the proposed model state antitrust act (Antitrust News, Feb. 11), and a policy defining spheres of activity and control of the Federal and state governments. Under a tentative agreement reached at a Washington conference in February, the states will undertake the policing of private firms and the punishment of reckless conduct.

Music OK's 'Port. Bill'

The House has approved the conference report measure providing for a \$1,300,000,000 airport construction program over the next seven years. Senate action on the bill is scheduled for next week.

While most observers felt that Senate acceptance of the bill was assured, Sen. Owen Brewster (R., Me.) said he would "point out" that the method of channeling funds laid out in the conference bill "completely reversed" the method approved earlier by the Senate.

Harlan Ellis Resigns Hamilton Sales Post

Sales Manager to their personal business; C. L. Burgess named wife to Fry's Manning to sit on ACT board.

Several changes in the sales department of United Aircraft Corp.'s Hamilton Standard Propellers division highlighted personnel news announced last week.

Herbert M. Klein (photo) has resigned as sales manager of the firm to enter personal business. George L. Eiten, Jr., who has been assistant West Coast representative of United Aircraft Corp., has been named as assistant.



ant sales manager to direct contact work with airlines and manufacturers for new installations, while William P. Buckley has been named assistant sales manager in charge of orders and sales contacts. No immediate successor to Ellis is being named. William H. Hakala of the propulsion division's engineering department will replace Ellis on the West Coast.

F Carter Lane Burgess has been appointed assistant to Jack Frye, president of TWA. Burgess formerly served as executive and special assistant to the assistant Secretary of State for Administration and the Foreign Service, and also as deputy executive secretary of the UNO Conference in San Francisco. While in the Army, Burgess was aide to Gen. Walter Bedell Smith, chief of staff to Gen. Eisenhower and now Ambassador to Russia.

Herrell M. Manning of Caldwell, Wickersham & Taft, has been elected to the board of directors of Air Cargo Transport Corp.

Menasco to List on Cart

Menasco Manufacturing Co. of Burbank, Calif., will take immediate steps to list its stock on the New York Curb Exchange. Currently it is listed on Los Angeles and San Francisco exchanges. The New York listing was authorized at the company's recent board meeting during which all directors were selected and John M. Templeton, New York City, president of the investment counseling firm of Templeton, Dobrow & Vance, was added to the board.



CONSTELLATION'S "BAGGAGE CAR"

Luckhead says its new "Speedpak" cargo container (AVIATION NEWS April 12) makes it possible for the airframe to carry an additional load equal to the payload of a two-engine transport and at the same time absorbs impact delays in cargo handling. It was developed so the container to have to increase the plane's capacity after performance tests showed it could operate safely at lower weights in cases of design. The "Speedpak" can be pre-loaded, wheeled under the plane and latched into position in two minutes by air-mounted electric hoists (below). It cuts the plane's speed about 30 mph. First deliveries will be to TWA.



AVIATION CALENDAR

[illegible]

[Copper Proceedings Search](#)

Two parallel proposals to carry aerially by helicopter between port offices and airports in the Los Angeles metropolitan area are scheduled for preliminary conference today (April 1). The one which includes the docks of Southwest Airways Co. and Los Angeles Airways Co., represents the first evaluation of the proposed first-class solution of the problem of flight applications before CAB consideration. Port office officials have encouraged the applications by stating that port office-airport service by planes in the Los Angeles, San Francisco and New York areas would be helpful.



The Special Devices Division of the Navy Office of Research and Development moved its headquarters from Washington, where hundreds of ocean aids were developed during the war, to the old Gould estate at Sands Point, Long Island, N.Y. Present at the "dedication" (see photo) of the old plant were (left to right): Rear Admiral H. G. Bowen, ONR chief; Assistant Secretary of the Navy John Kinnear; Rear Admiral Louis de Florez, ONR deputy chief and founder of Special Devices; Capt. D. L. Hubbard, Special Devices director, and the building guard who lowered the flag at the ceremony.

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One man can move and handle this well-balanced, stable fueling ladder, including gasoline and fueling services. Its versatility has made it increasingly popular with many of the major airlines and airport operators.

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6. Operation—Rigid with double drum and double cable
7. Safety—Tread steps
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9. Automatic safety locking pin and dogs
10. Sheave holding hose is raised with stand
11. Fairlead holds nozzle of hose
12. Weight, approximately 600 pounds



EQUIPMENT ENGINEERS

Hammond Fueling Ladder ready to carry your Mustang for small handling operations. Fully standard light and heavy model used in nearly all professional fields. Questions furnished for volume production.

Write for the "HAMMOND FUELING PLAN"—a valuable analysis of what Constellation Pilots control on board.



HAMMOND MANUFACTURING CORPORATION

(Formerly Pacific Fabricating Company)

AT DAVIS AND 34TH LAKE AVENUES, BUNTINGTON PARK, CALIFORNIA

PRIVATE FLYING

First Bellanca Cruisair Sr., Listed At \$5,375, Delivered to Dealer

Five-place plane has many qualities which analysts and private flyer pilots have agreed are desirable in family-type craft, including 150-mph. cruising speed.

By ALEXANDER MASURELY

Jim Johnson, operator of the Springfield, Mo., Flying Service, took delivery last week of the first production four-place Bellanca Cruisair Sr.

G. M. Bellanca, head of the company, turned over the plane to Johnson, but not until he had personally checked it. The executive, Italian-born manufacturer had his own left up the tail so the plane was in flight position, righted along the wings, and gave the plane his blessing.

Makes Many Demands.—A study of the Cruisair Sr., which sells at a list price of \$5,375 shows the plane has many of the attributes which analysts and pilots of flyers have agreed are desirable in a family-type plane, including:

- Cruising speed of 150 mph. (actually 158 1/2)
- Electric starter, generator and battery.
- Hot-air-heated landing gear (operated with a crank which actuates a toggle take and clean drive).
- Accommodation for four sleeping adults without undue squandering (rear seat is 46 inches wide).
- Built-in provision for radio and radio compass, including a loop aerial made the fuselage behind the cabin, and a ceiling speaker.
- A slow starting speed quoted at 45 mph. in the preliminary speed-

crations, but which is actually much nearer 60, according to Chief Test Pilot Herbert Yorlitz.

• Flaps, operated by a lever, which have a 45-degree maximum deflection.

• Good forward visibility, achieved by glassless one-piece windshield, and full-coverage low-wing design.

The buyer, for the list price, gets a three-pitch propeller, and doesn't get a radio. It is believed that few purchasers will balk at the extra cost of a radio and an Arconelle variable pitch propeller which are optional, and which of course add materially to the plane's utility.

Interior Is Comfortable.—Interior design and comfort which a owner is to be expected in the post-war airplane but which has been too often lacking heretofore. Dual wheel controls are provided and the attractive instrument panel, shock-mounted, has the following standard instruments: compass, air speed, tachometer, oil temperature, oil pressure, fuel pressure and electric fuel level gauges. Baggage compartment is behind the rear seat.

The plane's wing is the excellent Bellanca "B" series, and to it is attributed much of the plane's good performance. It is of wood construction, with 13 full ribs and 15

CAA Recordation Jam

More than 10,000 unfilled applications for aircraft registration have piled up in the CAA certification and recordation system it was disclosed last week when John T. Morgan expressed for elimination of special inquiries concerning certification by phone or by personal visit.

Action on aircraft-related applications will be delayed in favor of those currently prepared, he added, noting the system was processing a flow of work, preparing a new schedule for processing ownership certificates and bill of sale, and making other schedule to catch up with the increased volume of registrations.

former ribs in each half-wing, covered with plywood. Making and assembling the many pieces in each wing is the main fabrication job on the airplane, since the fuselage is a conventional steel-tubing fabric structure.

Production Plane.—The New Castle, Del., plant expects to turn the planes out at the rate of one a day in April, gradually stepping up to a maximum with the present line, of about five a day.

Not an inconsiderable factor in the plane's potential is the backing of experience of its manufacturer, Giuseppe Mario Bellanca designed and built his first airplane, a two-place pusher biplane, in 1906 in Milan, Italy, and his second plane in Brooklyn, N. Y., in 1911.

Bellanca planes have played an important part in aviation record-making down through the years, and have been known particularly for their efficient wing design and load-carrying ability.

Based on Pre-War Plane.—The Cruisair Sr. is a development of the pre-war Cruisair, which in



Bellanca Cruisair Sr.'s. Flight picture and interior sketch of the Bellanca Cruisair Sr. show the plane of excellent factory standards is four-place aerial trainer.

position. The plane's standard color scheme is cream and blue over blue and white. List price is \$5,375, including radio and Arconelle propeller.



First Bellanca Deliveryman C. Johnson, Sarsopah (Ma) Flying Service (right) receives title to the first post-war production plane built by Bellanca Aircraft Corp., Ross Centre, Del., from G.M. Bellanca, president of the company and designer of the plane.

various models earned two and three persons. It is the only airplane which has been in business, although a Canadian company has been licensed to build the Bellanca Skyrocket, a pre-war single-engine cargo plane, especially suited for use in the Canada bush country.

Air Tours to Canada Expected to Increase

With relaxation of wartime private flight restrictions in Canada, the growing stream of United States private planes crossing the border northwards is expected to reach record proportions this summer.

Canada has few private airports where a private aircraft can land from south of the border. All international traffic must meet customs and immigration regulations in the same way as major traffic. Landing at international airports at Montreal, at Toronto, Dorval, at Montreal, Windsor, Winnipeg, Lethbridge, Vancouver, or Quebec permits little difficulty.

Customs Officers On Hand—A customs and immigration officer is at hand most of the day at these points where scheduled airlines land.

Landing at other airports it is advisable to write or telephone ahead far enough to allow a customs officer to arrive at that airport when the plane comes in. Service of plane is stable at there as no customs officers are found when the aircraft lands.

Registration Outlined—The pilot of a visiting aircraft will be required to produce a U. S. certificate of ownership, pilot's certificate

CAP Financing

Department for Financing CAP with wing operations, offered in the detailed post-war CAP plan are based on annual expenditures of \$10 for each officer member, and \$5 for each enlisted member of other flights such as air shows and exhibitions, benefit performances, etc. do not prove sufficient.

In event assumption of membership does not provide sufficient funds, the wing may apply for an allotment from a national fund, not to exceed \$5000. Plans are being developed to provide this national fund, possibly through a \$1 allotment from each adult member. Any balance remaining in the national fund after meeting dues and requirements and covering national expenses will be redistributed equally to the state wing.

and aircraft log book. Itinerary of aircraft while in Canada may be requested.

A plane will be allowed to fly anywhere that a Canadian private plane may go, but the pilot should report in to nearest customs port each time he lands in a new state.

Reserve Flows May Be Needed—Aircraft used by business executives to visit branch plants of American factories, or as business travel in Canada, may be located in travel in the airport nearest its factory, with expenses added at that point being advised ahead of time. Plans should report in to each airport's customs officer.

CAP Post-War Plan Outlines Projects

Efforts to stimulate flying interest of senior members of the Civil Air Patrol through a program of varied activities centered principally around flying appear as the immediate principal objective of the CAP in its new postwar status.

A detailed postwar plan, circulated recently to unit leaders by Col. Harry B. Rice, deputy national commander, calls for emphasis on projects aimed at holding the postwar interest of senior members who signed for war duties, at stimulating interest of air force veterans and other flyers, and at keeping the interest of cadets in CAP after they reach the transition age of 18 when they would become senior members.

Noed Enthusiasm—A substantial body of enthusiasm must be organized around the working nucleus of CAP efforts and adult instructors to accomplish the broad postwar goals of the organization, the plan declares.

Suggested major activities are: instructing cadets with adults for CAP returns, efforts which are in accordance with the program, missions such as search and rescue, disaster relief in cooperation with Red Cross, mercy missions such as delivery of blood plasma, serums, etc., benefit flights, fund-raising, co-operation with low cost services for agencies, various types of organized flying to maintain flight proficiency, including navigation flights with observers, mass country flights, and other flights, such as air shows, exhibitions, practice search missions, etc., and purchase of airplanes through organization of flying clubs, several individuals will be in cooperation with commercial operators.

General Activities—Other activities related to the proposed flight program include: ground school instruction, training in search as well as cadets to make them better pilots, with flight scholarships as incentives; establishment or reinforcement of statewide CAP radio networks for training and emergency communication; as well as a national program in cooperation with National Rifle Association, first aid and medical studies in cooperation with the Red Cross, expansion of the physical fitness program, holding of exhibitions and other facilities for CAP units at airports, social events, competitive sports, hobby activities such as photography, amateur radio, model aviation, etc.

Airport Designation Requirement Dropped

Elimination of the wartime requirement for CAA designation of airports, as seen by aviation officials as creating another obstacle in the path toward more airports for the private flyer.

The CAA reversed the requirement recently, by repealing Section 63 of the Civil Air Regulations which required that all airports used as a regular base by aircraft be designated for this use by the Civil Aeronautics Administration.

One Aided At Once—The repeal provided an immediate remedy last week in the case of L. E. Kohl, who has been negotiating with CAA and with the International Air Traffic Control Board for designation of an airport in the outskirts of Tacoma, Arts.

Proximity of the field to Duwamish River Air Field, a B-29 base, caused some military concern. Kohl also was encountering opposition to his proposed private flight field from some city officials he sought to prevent its establishment by zoning laws.

Already In Operation—While the federal requirement is now removed, Kohl still may have difficulty with the local zoning ordinance. However it is understood that Kohl already had two runways and two hangars at his new field located in the country near Tacoma, which would place the airport in a state of operation, which presumably would not be impeded by later local action.

Luke Lefebvre, chief of commercial operations section, CAA, who has been in charge of the designation, said his organization was "up to date" as applications for new airports, which now are based on private designation by airports, although many of these had not yet received permanent designation.

Still Subject to Local Laws—He pointed out that removal of the designation requirement made it possible for any one who wishes to start an airport, to go ahead without CAA designation, subject however to any state or local laws governing airports.

The designation system, which was put into effect to keep a check on civil aircraft during the war, has no connection with CAA's physical standards for airports, such as Class I, II, etc., which are not changed. These, however, are not mandatory standards, and are not mandatory.



SEABEE IN FLIGHT:

A new picture of the first plane 212-HP. Beechcraft Seabee amphibian in flight, shows the airplane completely as it will be marketed in its production version. First production Seabees are expected to be produced during the current month, with production meeting steadily toward a goal of 5,000 during the first year.

Private Pilot Examiners Increased to 1,500 By CAA

The number of private pilot flight examiners with authority to issue 60-day temporary student pilot permits has been increased to 1,500 by recent appointments, CAA reported last week.

Administrator T. P. Wright also has authorized the Civil CAA to appoint officials to give temporary approval of flight and aviation mechanics schools in order to regulate the application of the schools.

Efforts Outlined—Under the new plan, the school pilot may start his flight training on the day he applies for his temporary student permit which is subject to replacement by a more permanent permit, and may later from the Civil Aviation Act. The temporary approval of schools makes it possible for as

institution to advertise itself as a CAA-approved school as soon as it gets a temporary approval from CAA officials in the local district.

Locating Survey Remarks Corrected by Hartranft

J. B. Hartranft, Jr., secretary of the Aircraft Owners and Pilots Association, has issued a statement correcting a previous statement with reference to a survey of light-plane manufacturers made by Gruver Locating, NACA consultant.

"I had Mr. Locating's comments misinterpreted and reported that the light-plane manufacturers, in general, expressed great interest in research and detailed study problems on which NACA could be of assistance," Mr. Hartranft said.

"Any statements by me to the

Producers Cool To Folding Wings

The last bulletin sent up by John H. Green, assistant to the Civil Aeronautics Administration in charge of personal flying development, on a proposed to fold wings of personal planes to conserve hangar space, has met with a lukewarm to frigid reaction from the manufacturers, at least so far as any immediate future plans are concerned.

A poll of a number of manufacturers fails to disclose even one planning to use the folding wing principle on any early design.

Expanded Building Act—Beechcraft Aviation Corp., which earlier had been reported to be making plans to utilize the folding wing on its

Seabee amphibian, does not expect to do this, at least on this year's model, a company spokesman said. This means the manufacturer's disavowal of the idea of folding wings, for planes which are as most cases already more expensive than they had hoped to produce.

Cool As Barrier—"If the plane owner must fold wings, eventually they will get them," one manufacturer's remark was in the general class. "But up till now we have had very little indication that they need one way or the other. We don't feel justified in putting on another gadget which will raise the cost out of the plane."

affect that Mr. Lowery reported lack of interest on the part of light-plane manufacturers was unrealistic, based on misinformation obtained from official and usually reliable sources, and is incorrect?"

Carl Friedlander Resigns As Aerona Vice-President

Carl Friedlander, former president of Aerona Aircraft Corp., Middletown, Ohio, and more recently vice-president, submitted his resignation as vice-president last week and announced he was leaving the active management of the company. He will continue, however, on the Aerona board of directors.

Friedlander also resigned as Aerona's representative on the Personal Aircraft Council of the Aircraft Industries Association. His brother, John Friedlander, who succeeded Carl as Aerona president, will become its new PAC member. **Plans New Ventures**—Carl Friedlander has been with Aerona 11 years and prior to that time, was connected with a flying service in Texas. He said he was going into another phase of aviation, but did not indicate what it was.

Shell Oil Co. Booklet Has Valuable Information

Crucial Words for Everyone, a booklet recently published by Shell Oil Co., is the interests of personal aviation, comprises within its 40 pages most of the best arguments for learning to fly.

Besides introducing the non-aviator to the airplane in terms he can understand, it provides information on the steps needed to obtain a pri-

Dart in Production

The Applegate Dart (Aerona Model, Div. 11, 1945) is now located and in production at the Moyers Aircraft plant, Truettville, Mo. Ray Applegate, head of the Applegate Co., announced last week. The Dart, which now uses a 100-hp Continental engine, is available for immediate delivery, Applegate said.

The low-wing two-place monoplane is cruised with a cruising speed of 118 mph, and a range of 300 miles. Starter and generator are included as standard equipment. The plane is a new version of the previous Dart which had a 70-hp engine.

Briefing For Private Flying

The story of how Jim Johnson, Springfield, Mo., distributor for the Bellanca Crusier Jr. happened to get the first production model of the new four-place plane is interesting. It seems Johnson, who has handled Bellanca planes for years, was visiting G. M. Bellanca, at his New Castle, Del. plant a couple of years ago when Bellanca was hard at work on refinery equipment. "What are you doing about an airplane for the private flyer, after the war?" Johnson asked, and went on to tell the story of how Bellanca, "What this country needs is a good four-place airplane, something like the present Crusier, only larger and with more power. One that will cruise at least 150 mph and have a pretty fair range." Johnson was told afterwards by Bellanca that this talk was the beginning of the company's planning for the Crusier Jr., and that because of his suggestion, he was to receive the first production plane as a demonstrator.

CAA MANUALS—CAA has just published two new aviation manuals for the private flyer, "Rules of Flight" dealing with meteorology, and "Facts of Flight" dealing with aerodynamics. They can be purchased from the Representative of Documents, Government Printing Office, Washington, for 48 and 40 cents respectively. Designed to supply to the private flyer the fundamentals of these two subjects in relatively plain language, the new manuals represent a considerable simplification over previous CAA publications on the same subjects. "Rules of Flight" contains 32 multi-color illustrations showing various weather phenomena. Voluntary study of these subjects by private flyers is being urged by CAA since the removal of requirements for examinations in aerodynamics and meteorology.

AERONCA EXPANDS—Expanding its manufacturing facilities, Aerona Aircraft Corp. has leased 75,000 sq. ft. of space in the former AAF modification center at Dayton, Ohio, Mansfield Airport.

HOUSTON AIRPARK PLANNED—Mig Robert E. Newell, of Houston, is planning to begin construction within 40 days on a \$200,000 private flying center on the Katy highway, near Houston. Plans include a 1,500-ft. paved runway, administration building, restaurant, tennis courts, rest-a-land service, hangars for private planes, sales and display areas for new planes and parts, etc. Before the war Mig Newell operated Sportsworld Field, at Houston, and the Newell Aircraft Co., which he will re-establish at the new center.

CAP EDUCATIONAL ROLE—CAP state wing commanders expect that ultimately the CAP state educational program will serve as an extra-curricular activity supplementing the aviation ground school training received by the cadets in their regular high school work. However, until aviation training becomes more universal in the high schools, CAP needs expect to continue ground school courses as part of cadet work in areas where comparable courses are not offered in the schools. National headquarters is willing (and goes) to seek early establishment of aviation courses in many schools and high schools. —Alexander McNeely

vide pilot's license, including a digest of the information needed to pass the written examination.

Florida Seen — R. T. Goodwin, manager of Florida's aviation department, expects the new booklet will be of considerable benefit in promotion of private flying if it is widely distributed. Private and aviation business men will find it a useful first reference in their bookshelf.

Licenses For Foreign Pilots

Licensed pilot certificates will be turned to citizens of other nations, who can submit reliable evidence of sufficient pilot time and experience.

tical experience, under terms of a recent amendment to Part 26 CAA, put in force by the CAA. The limited certificate does not permit the holder to carry passengers or cargo for hire.

Oregon Board Approves Eight Airport Applications

The Oregon State Board of Aeronautics has approved eight of 28 recent applications to construct new airports. Two of the fields already are under construction. One is in the process of being surveyed. The board, which is to have thorough cultural, scientific and real-estate service.

Traveling really pays off

... now that I'm flying my All-Metal Swift



"Yes, my trips—the territory brings me the income right now that I've always dreamed of earning within the next few or twelve years! And we're saving new areas our big competitor can't go into until he has more field mail . . . unless he starts flying his own like me do."

That's from the young man at the wheel of his Swift. He could be the regional sales representative of a big drug products distributor, the advertising representative of a national magazine, a technical field consultant with a chemical engineering firm . . . he could be YOU.

In any traveling job you'll find that flying your own Swift will pay off in at least four ways. You can save more money by producing more results . . . by spending

more time on the job, less time "on the road." You enjoy more time at home with the family . . . it's not every few days, not every few weeks. You lower traveling costs and up traveling profits . . . easily become worth more than a non-flying man. As a Swift flying man, you build confidence and prestige for yourself and your firm for being modern, alert and progressive.

The Swift helps bring you all these advantages, because it is specifically designed as the business man's airplane. It has the range, speed, and maneuverability that makes cross country flying safe and easy. It's easy to fly and as dependable as your automobile. It gives you luxury and loads you'll be proud of anywhere.

Now is the time to start making your traveling job pay off double or triple by flying your Swift. Place your order with your Swift Dealer NOW!

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AAF Surplus — JACOBS rebuilt R755-9's Factory Guaranteed



The R755-9's are the finest "Workhorses of the Air" engines that established such magnificent performance records as the twin-engine AT-17's and UC-78's used in training bomber pilots. They delivered hundreds of hours more than the 600 hours allowed by the manufacturer before major overhauls—despite grueling service, and more time at full throttle than any other service plane engines. Today, they are working for scores of federal land and transport services, 1,000 private time pilots with minimum operational costs.

In the Jacobs plant at Pottstown, these engines have been completely torn down, inspected and rebuilt, with new parts installed if required. All latest modifications have been incorporated and each engine has been checked and run on our test stands... even the manufacturer's rebuilt guarantee. Available singly or in lots, these R755-9's represent important savings over original cost for the engine that will last longer and with less care and lower maintenance costs than any other aircraft engine as its record also today, immediate delivery... Complete information on applications: Jacobs Aircraft Engine Company, Division of Republic Industries, Inc.

SPECIFICATIONS

TYPE—Twin engine, wing mounted, radial, constant speed
MAX. HP (2400) — 215 hp at 2400 rpm
NORMAL RATING — 215 hp at 2400 rpm (in level flight, on 11.5:1 compression fuel)
WGT (empty) — 195 lbs. (without accessories)
DIMS — 17.25 inches 22 inches 54 inches
DISPLACEMENT — 175 cubic inches
COMPRESSION RATIO — 24 to 1
CRANK — Magneto driven, valve controlled
INSTALL LENGTH — 38 inches SPACER — 44 inches



JACOBS • Pottstown, Pa.

Division of Republic Industries, Inc.

Republic '45 Sales Fell To \$222,148,329

Effect of the end of the war is reflected in the annual report of Republic Aviation Corp. which reveals 1945 sales at \$222,148,329, an upward peak 1944 sales of \$249,594,425, and a year-end backlog of \$44,279,680.

President Alfred Murawski reported to stockholders that the company's net income after Federal income amounted to \$3,655,075, was \$1,848,778. This is equal to \$1.92 on each outstanding share of common stock. Net for 1944 was \$3,141,440, or \$3.25 per share.

► **Military Orders are Heavy**—Although Republic has made a bid for commercial business with conversion of C-54's, development of the Bumblebee transport and the Beebe personal plane, chief interest still is in military orders. These include \$13,849,069 of the total backlog.

Republic's acquisition for \$1,800,000 of Avco-General Motors Corp., manufacturers of Franklin engines, has assured the company of a potential supply for its personal aircraft. In addition, the engine company has a backlog of orders amounting to \$1,294,000.

► **Dividend Challenged**—Murawski pointed out that the company paid the same dividend in 1945 as in the previous year, 50 cents per share, transferring \$1,474,475 in current surplus which now totals \$1,134,597.

Republic employment, which dropped to a low of 3,700 in November, now exceeds 5,000.

Large Number of PBV-5A's Put on Sale in Canada

Canada's War Assets Corp. has placed on sale a large number of PBV-5A, Cessna or Caltone amphibians not yet available through the U. S. War Assets Administration. To date CWAC has sold 35, one of which already has been purchased and delivered to the Texas Oil Co. for use in Calumet (Aviation News, April 1).

Norwega Norwegian single-engine transports also are available. CWAC already has sold 18 "Swainsen" Avco Anson bomber transports being sold for \$10 each for the airframe.

► **Most Going To Farmers**—They are going mostly to farmers who represent a big sale in the hydraulic equipment for lifting tables on farm combines, the taking and winging for general repairs.



Reduction Gear—Engineer completes the new lightweight J-1 reduction gear developed by the Federal Government of Westinghouse Electric Corp. to apply power to gas turbines to propeller units.

New Westinghouse Gear Harnesses Gas Turbines

Natal Gearing Division of Westinghouse Electric Corp. has disclosed a compact, light-weight gear which it is claimed will boost the output of a new type of constant engine powered by a gas turbine. Having a reduction ratio of 18-to-1 it will reduce the 12,800-rpm speed of a large gas turbine to 1,333 rpm at the propeller.

Teddy Fishback, engineering manager of the gearing division, points out that geared gas turbine engines which harness the power of a turbine engine to turn a propeller, instead of exhausting a high velocity jet into the atmosphere as do present jet planes, will have distinct advantages in economy and load carrying ability.

► **Very Light**—The new gear, including the propeller shaft support, weighs only about 1/30th as much per horsepower as an industrial gear. The new drive consists of one set of such speed planetary gearing that transmits 92% energy to a low speed planetary gear set, all in the same housing.

New Propeller Firm

The E. J. Condon Aviation Corp., a newly organized firm, has leased quarters and equipment at the Richmond, Va., Army Air Base to undertake the development and manufacture of propellers and assemblies for propellers for light aircraft, and of gas turbine engines. Immediate plans are to recondition and sell surplus aircraft.

Thompson Products Maps Stock Issue

A registration statement covering the proposed issuance and sale of 40,000 shares of 4 percent cumulative preferred stock, \$100 par value, and 75,000 common shares without par value, has been filed with the Securities and Exchange Commission by Thompson Products, Inc., Radcliff, Ohio.

Proceeds will be added to general funds and used in connection with the purchase by the company for \$1,480,000 of the land, buildings and some personal property held by Thompson Aircraft Products Co. under lease from the Reconstruction Finance Corp.

► **Is Wholly-Owned Subsidiary**—Thompson Aircraft Products Co. was organized as a wholly-owned subsidiary of the latter in January, 1941, for the purpose of promoting the sale of Government-owned turbines and Government financing, aircraft parts and aircraft engine parts in connection with the defense program.

Additional funds will be spent by the company and its subsidiaries in the acquisition of machinery and equipment necessary in the equipping of the plant to be acquired, and in converting existing facilities for the manufacture of precision-time products, and in other plants owned by the company and its subsidiaries.

► **Will Need More Funds**—The prospectus stated that a cannot now be determined how much additional funds will be required for this program, but estimated it at approximately \$3,000,000. It also was disclosed in the prospectus that Thompson Aircraft Products Co. is commencing the manufacture, pursuant to orders from certain customers, of components for jet propulsion.

Unfilled orders of the company and its subsidiaries, exclusive of rubber orders, were approximately \$24,000,000 as of Feb. 1, 1946, of which \$15,000,000 represented orders for jet propulsion components.

New Tire Changer

"Trombone," a new manual tire-changer developed by the Wyle Manufacturing Enterprises, 190 Massachusetts Ave., Boston, Mass., has made complete changes of tires on large aircraft in 17 minutes in tests at the Pan American Airways shops in Miami.



High in a comfortable sky—a larger guest in the Boeing Stearman's easy cabin

Trumps in air travel

Continuous living racks and chairs in Boeing's great new Stearmans. Never before have passengers enjoyed such complete comfort in the air—or such deluxe dining speed. In the time it takes to play a rubber of bridge, a table starts flush below!

The entire interior of the two-deck Stearman is equally as solid and sturdy as confirmed. Fresh air circulates under constant temperature control, providing comfortable, pleasant atmosphere

permanently at 25,000 feet, complete cockpit during climb and descent.

Being extended the first production order—the Stearman—in 1935. During the war the B-24 Superfortress was the only military aircraft similarly conditioned for crew comfort and well-being. From this background Boeing will soon offer—in the Stearman—absolute-conditioned air travel comfort and pleasure unparalleled by any other transport.



Stearman—designed to fly in

For all five operators, the Stearman, because of its safety and

advanced design, offers maximum seating capacity—almost opening 100% for their passengers—

greater speed, climb, reliability. "Built by Boeing" is built in hand.

BOEING

SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

Slick Airways of Texas Brings Oil Millions to Cargo Work

New firm, headed by son of famous wildcatter, already has six C-46's in service; experienced flight, managerial and sales staffs are organized for expansion.

In sharp contrast to the "shebang and prayer" beginnings of the average non-scheduled operator, Slick Airways, Inc., San Antonio, Tex., has entered the cargo business backed by oil millions and loaded with experienced flight, managerial and sales personnel.

Slick dispatched its first cargo flight March 6, and by April 1 six Curtiss C-46's were shuffling fresh vegetables, fruit, fish, meat, medicines and manufactured products between agricultural areas in the West and Southwest and industrial centers around Chicago and the East. An additional C-46R (Commodity) will probably be put in service every ten days until 10 are in operation since June next month.

President in Flyer—President of Slick Airways is Earl F. Slick, 34, former Air Transport Command pilot and son of Tom Slick, famous oil wildcatter.

Other officers are Samuel C. Dunlap, III, former American Airlines pilot and colonel with ATC, executive vice-president, E. A. Warren, at one time with Curtiss-Wright, vice-president in charge of operations, W. B. Longstrete, vice-president in charge of sales, Charles F. Unshel, Jr., treasurer, and Louis J. Blozman, secretary.

Heavily Backed—Of its authorized capital of \$2,500,000, a total of \$1,100,000 cash has been paid in by the ownership of Slick Airways without public offering of stock. At the company's own expense, the C-46R has been type certificated in a swiftest permitting scheduled air carriage of cargo.

Slick has set up complete overhaul and maintenance shops at Alamo Field, San Antonio, and has arranged for use of airport facilities at Chicago, Los Angeles, Newark and Miami. Employees number around 100, including 41 pilots formerly with ATC and now holding

airline transport ratings. In supplementary operational capacities are eight rated pilots who have had considerable experience as pilots or co-pilots with scheduled air carriers. Other pilots with transport ratings and ATC experience are available if and when needed. Ninety-eight percent of the entire Slick personnel are ex-service men.

Future Plans Outlined—Plans for the future include scheduled cargo operations with a CAB certificate, but for the present Slick is concentrating on new contracts, especially for carriage of manufactured products on return trips from the North and East. (See Page 34)

Slick soon an expanding market

for cargo carriers in flying newspapers and other periodicals but believes best prospects for long volume in the immediate future are in the hauling of perishables, which undergo considerable deterioration on long hauls across country, even with careful refrigeration.

Sales Offices Set Up—Slick is well aware of the high mortality rate which faces non-scheduled carriers when the certificate holder reverts new equipment and start a determined campaign for cargo business. To strengthen its position, the company has established sales offices in San Antonio, Chicago, New York, Miami and Los Angeles, and special salesmen will be placed on long-term contracts and business which will keep the planes flying with some sort of a payload on return trips.

Former AAF Flyers Start Australia-China Service

SWDNEY, Australia (McGraw-Hill World News)—Seven former AAF pilots have banded together to inaugurate an Australia-China aerial freight service. Operating six DC-3 type planes, they may parcel export-import goods previously consigned to first round-trip from Sydney to Shanghai. There and a half ton of Australian produce



NEW LODWICK CONVERSION:

Interior of the first C-47 converted by the newly organized Lodewick Aircraft Industries, Inc., Labelled, Fla., headed by Albert J. Lodewick. The structure also has been delivered to W. D. Pawley, U. S. Ambassador in Peru. Two more lookouts off from the structure compartment shown a link between two units and (right) the lounge. The work was done in 39 days, the company says. Considerable reconstruction work for South American airlines is contemplated.

profits earned on the northeast leg were disposed of to major Staughan shareholders within six hours of landing. Refrain crews included two broad-based staff, the first Class with to reach Albany in five years. The fledgling air carriers are planning to expand their service to two round-trip flights each week.

NEW DEVELOPMENTS

Six D18C's Ordered By Empire Airlines

Empire Airlines, Inc., LaGuardia Field, New York, announces an order for six D18C Beech transports, described by the New York State carrier as the fastest twin-engine transport. Six more such ships will be purchased before year's end, the company says.

Present routes connect New York City with Bangor, Maine; Jamestown, Utah; Schenectady, Watertown, Plattsburgh, and Glens Falls. The longest flight in the system 365 miles from LaGuardia to Jamestown, will be made in 90 mins, while runs to Schenectady and Watertown will be scheduled for 45 mins. Increased "road" speeds cities within connecting distance of LaGuardia airport every morning and evening. Delivery of the first six planes is scheduled for June and July.

● **Offert Limited**—Meanwhile, although there have been no public offerings of stock, present financing is "adequate," Dean Alfano, president, told *Aviation News*. The present executives, directors, and "one or three outsiders" hold all presently outstanding shares.

Company directors, other than the executive previously listed in *Aviation News*, include: George H. Shawan, president of Shawan Transport Corp.; Col. David Walker West,

public relations consultant; Maurice P. Devine, member and counsel of the New York State Power Authority; George J. Scherer, president of United Artists and RKO, and wartime war activities chairman of the motion picture industry; Samuel G. Staff, president of Julius Grossman Bros.; Richard Blach, president of Monocle-DeLuxe Co.; Joseph Karsner, insurance executive; and Leon J. Markovitz, chairman and secretary of Empire.

● **Financing**—Expansion—According to the president, the company's fundamental policy will remain to serve communities within a 100-mile radius of New York which are not major interstate airline stops. Later routes into Pennsylvania, Connecticut, and Massachusetts probably will be requested of CAB. Cargo probably will be carried when demand justifies purchase of a surplus C-47.

Present passenger fares are about 6½ cents a mile. When the Comma now in service are replaced, tickets will be added but there is no intention now to include open-ended service. The Comma will be held for charter flights after the Beech equipment is delivered.

Other developments in the same field include:

● **Chesapeake Airways**, Salisbury, Md., on April 5 was scheduled to start intrastate service between Salisbury, Bates and Delmonco, under a certificate granted last fall by the State Public Service Commission.

Using a converted C-47, Chesapeake will make two round-trip daily mid-June, when it expects to receive a second plane to

'Cheapest Reporters'

A unique service for news-gatherers and wire services has been proposed by a 26-year old ex-reporter, Mike Watson, of Pasadena, Calif.

He has expressed thoughts on other lines clients, he will charter a plane and send a reporter-examiner, purchasing both a radio-tube and a couple of sandwiches into the midst of an otherwise inaccessible hot story. He tells prospective clients that they will not be liable for injury to persons personnel.

meet heavier recent demands from Baltimore to Green City. Company's equipment with Red Star Motor Coach, Inc., only last week leaving Maryland's Eastern Shore, will provide connecting service at Salisbury. Fares will be seven cents a mile.

● **Texas Air Transport, Inc.**, Los Angeles, Dallas, has begun 12-minute air taxi service between Dallas and Ft. Worth. Headed by T. Harold Byrd, president, the company operates 12 flights daily in each direction, using *Boeing Super Monarchs*. The service was originated to benefit truck salesmen. A number of instrumental planes stop only at one of the two cities. T. J. Hutton, airline captain for 14 years, is chief pilot. Ticket offices are maintained at Love Field and at Mesquite Field, Ft. Worth.

● **McMorris Air Express**, St. Louis, headed by Maj. J. M. McMorris, is converting a C-47 to a flying refrigerator car to carry perishable foods and flowers between St. Louis and Chicago, Memphis, Atlanta and Jacksonville. Conversion is being done by Palmetta Air School, Spartanburg, S. C.

● **Sierra Flying Service**, Winnemucca, Nev., expects to open air freight service April 15 connecting cities in Utah, Nevada, Idaho, Oregon and California. Charles Barnett and William Hesthaven, partners, and they will use eight cargo planes between San Francisco, Klamath Falls, Ore.; Salt Lake City, Rose, Caldwell, Idaho; Winnemucca, Battle Mountain, Elko and Lovelock, Nev.

● **World Airways, Inc.**, Roosevelt Field, New York, is converting its first C-47 at Palmetta Air School, Spartanburg, S. C. Company contemplates air force veterans. Palmetta is headed by Robert P. Farn, veteran pilot. J. B. Hazlett is spokesman for the airline.

radar

FOR SAFER, FASTER, MORE DEPENDABLE OPERATION



Western Electric

Western Electric and its research laboratories, Bell Telephone Laboratories, were the primary engine source of radar in war. The same team will be in the forefront of development and production of airborne radar in peace.



Empire Airlines Reader Map shows routes to be served by Empire Airlines, based at LaGuardia Field, New York City.

Airline's Share Capitalization Due To Rival Rail Issues Soon

Are faced with tremendous capital commitments resulting from broad expansion programs; proposed five-for-one split of AA common may be example of forthcoming dilutions.

Airline share capitalizations soon will rival the extensive stock issues of the railroads. The proposed five-for-one split of American Airlines common stock will similarly increase outstanding shares to 6,482,936. This total will be exceeded in number by only two of the nation's railroads, the Pennsylvania with 12,397,134 shares and the Chesapeake & Ohio with 7,637,354.

The airlines are faced with tremendous capital commitments resulting from their broad expansion programs. This means a continuing process of additional financing. **AAA Plan May Be Typical**—The American Airlines proposal may be typical of the far-reaching dilution that may occur in airline equities. The five-for-one stock split-up gives the stockholders nothing

which they do not now have, anyone than Eastern stockholders will receive added inherent value from their proposed five-for-one split.

Each split merely broadens the market interest in these securities and are speculative in character. **New Issue Hoped**—American financing plans call for the creation of a new issue of 800,000 shares of a convertible preferred stock and the issuance of debentures. Some \$50,000,000 is expected to be secured in this manner. Now, so new capitalization is needed but it is the market value of this issue which will determine the success of selling the preferred stock and debentures.

To be made attractive, conversion privileges are generally attached to these new securities. Hence, if anything, the present American common stockholders, instead of receiving anything "extra" are placed on notice that their equity will be diluted.

Five-for-One in Future—An additional indirect factor which has served to dampen the initial market order for American's common stock following the split-up announcement, is the proposed sale by Aviation Corp. of the carrier's shares. Aviation Corp. is expected to sell about 211,000 shares of American Airlines common in connection with a Cynal American Donsid divestment order. These shares resulted from conversion by the Aviation Corp. of American's debentures about eight years ago. The cut to Aviation Corp. at \$4.19 per share.

At present market prices the holding company stands to receive about \$10,000,000 for 211,000 shares, realizing a rapid gain of around \$17,000,000. This is a hardship any holding company may be willing to suffer as substantiating a divestment order from any federal regulatory agency.

Finance Is Shared Is Noted—The increasing number of airline shares in the hands of the public is

TABLE II
RAILROAD COMMON SHARES
OUTSTANDING

Railroad	Common Stock Outstanding
Pennsylvania	12,397,134
Chesapeake & Ohio	7,637,354
New York Central	6,482,936
Rockford Pacific	5,777,763
Western & Ohio	5,647,641
Great N. W.	5,457,685
Great Pacific	5,227,740
Western Central	5,100,476
Chicago & North-	
western	411,528
Atlantic Coast Line	313,977
Great Northern and Ohio	308,411
Rock	157,002

a phenomenon which accompanies the growth of any industry. The tendency to refund capitalization at this stage, however, is very striking.

Table I reveals the common shares outstanding or soon to be issued for all of the air carriers. Table II shows the common shares outstanding for the country's major and representative railroads. It can be seen that American and Pan American surpass most of the railroads in potential common shares. Eastern and United have promise to outsize a wide segment of steam carriers as well.

Important Distinction—There is an important distinction in comparing the two industries, however. The railroads have a substantial funded debt preceding their common stocks and frequently, the airlines not. For the most part, to have their capitalizations confined to common stock.

It is noteworthy, however, that in recent years, railroads overgrown through overexpansion programs, have emerged in strong shape with single capitalizations. The Chicago & Northwestern, for example, has only 818,500 shares of common and 90,428 shares of preferred. This accounts for about 36 percent of the total capital structure, the balance being represented by bonds. A gradual debt retirement program is being followed, thus strengthening the position of the equity.

Opposite True of Airlines—The opposite trend is true with the airlines. Debentures bank loans and other credits are becoming more prominent in the airline picture. Preferred stocks appear but do not remain. It is much easier to sell a preferred stock than common. Subsequently, it is hoped that the preferred could be retired through the conversion clause. This has been the underlying pattern.

Finance Is Shared Is Noted—The increasing number of airline shares in the hands of the public is

time machine I

IN THESE busy days of reconstruction and struggle (would fall retirement of postwar production a machine that would expand each day for your organization's top executives and key personnel would be available.

A two-engine Beechcraft can't change the speed of the clock, but it can serve to expand the utility of each minute connected with co-ordination and liaison between widely scattered corporate operations.

Assume two plants 100 miles apart and off the regular airline route. If surface travel is rapid, time and collaboration will be at least a third of an hour. If by Beechcraft your sales executive can spend an hour or two at his own desk in the morning, fly 100 miles in less than two hours, return to travel, have lunch and consult for two hours with the personnel of the other plant, fly home and be there before the close of the business day. If desired, he can consult with his own staff in the morning or on district correspondence while in flight. Not only has time been expanded in utility, but also the mental substance connected with a tiresome trip has been eliminated.

If you don't have an airport near your branch plants it usually will be practical to create one. Beechcrafts don't need big fields or paved runways. We test-fly and deliver thousands of one-year-old birds from a small air field.

Inquiries are invited so that we can arrange for a distributor to call and present facts and figures and arrange for a demonstration, without obligation.



WE INVITE INQUIRIES ABOUT THE WORLD-FAMOUS BEECH TWIN-ENGINE BEECRAFT AND ITS APPLICATION TO CORPORATION USE. FACTS, FIGURES, AND DEMONSTRATIONS ARE AVAILABLE WITHOUT OBLIGATION.

Beech Aircraft

DEALER INQUIRIES ARE INVITED TO NEAREST BEECHCRAFT SALES AGENCY



CORPORATION
WICHITA, KANSAS, U.S.A.

TABLE I
AIRLINE SHARES
OUTSTANDING

Carrier	Common Stock Outstanding
American	6,482,936
Boeing	5,000,000
Chesapeake & Ohio	7,637,354
Columbia	757,000
Continental	757,000
Delta	4,400,000
Eastern	4,400,000
Midwest	1,237,500
Norfolk	528,000
Northwest	1,000,000
Rockford	5,777,763
South American	4,400,000
Transcontinental	1,777,000
Western	5,100,476
WPA	211,000
United	2,110,000
Western	244,227,361

- NOTES
- (1) Giving effect to five-for-one split.
 - (2) Giving effect to five-for-one split.
 - (3) Assuming split-up exercise at minimum for the purchase of 2,647,370 shares of common stock.
 - (4) Giving effect to complete retirement of preferred and including 2,647,370 shares of common stock.
 - (5) Assuming exercise of options by officers and employees.

LOAN TO BRITAIN

... Investment in World Economic Unity

CONGRESS should give swift and confident approval to the proposed loan to Great Britain.

Few other issues of foreign policy in the present troubled world lend themselves to such close appraisal of where our National interest lies.

In simplest terms, the question is whether we should extend to Great Britain a credit of \$3.5 billion (plus \$500 million in payment for lend-lease balances) in return for her promise to repay principal with interest over a fifty-year period starting at the end of 1953, and her pledge to give the fullest possible support to the kind of world trading system which it is the declared policy of both the United States and the United Nations Organization to promote.

We Can Afford to Make It

The sum we heard is not inconsiderable, but financial risks have meaning only when related to resources. The line of credit provided by the loan will amount, at most, to a claim on 2 1/2 of 1 per cent of our gross output for the five to six year period over which it may be used. The interest rate charged, while moderate, is higher than our Treasury is paying on current borrowings. The risk entailed is well within our resources as a creditor. In the considered judgment of the American and British technical experts who thrashed through the intricate accounting for three painful months, the amount and terms offered will suffice to allow Britain, under rigid austerity, to relax her system of foreign trade restrictions, and to expand exports sufficiently to pay her debt commitments.

Against the considered risks of extending the loan, there must be weighed the certain costs of refusing it. Without the loan, Britain has no recourse but to maintain and extend the system of bloc trading which she adopted under stress of world depression and world war. If this is the route Britain follows, she will carry with her a large part of the sterling area countries—all British Commonwealth and Empire countries (except Newfoundland and Canada) plus Egypt, Iran, and Iceland—and many of the nations with which the United Kingdom has payment agreements (Argentina, Bolivia, Brazil, Chile, Paraguay, Peru, Uruguay, Belgium, Czechoslovakia, Denmark, Finland, France, Netherlands, Norway, Portugal, Spain, Sweden, and Turkey).

Altogether, the United Kingdom's orbit accounts for more than half of the world's imports

and exports combined. It likewise is crucial to the trade of the United States. In the years immediately preceding the war, the sterling area and payment-agreement countries provided just under one-half of both the import and export trade of this country.

Russia, of course, will continue to conduct her foreign commerce exclusively upon a state-trading basis. Before the war, the Soviet Union transacted only a little more than 1 per cent of foreign trade business, but its future sphere of influence will be large—conceivably embracing as much as 30 per cent of total international trade.

We Cannot Afford to Refuse It

If the weight of British influence in foreign trade is thrown toward the Russian pattern rather than toward ours, it is apparent that bloc trading, with all of its supporting devices—bilateral deals, exchange controls, import and export quotas, subsidies, currency manipulations—and the bloc—will be the prevailing pattern for foreign transactions.

In self-protection, the United States would have no alternative but to conform to the dominant pattern. We should be forced to form our own bloc, and to enter into active economic warfare in bidding for trade concessions against the efforts of our rivals. How well we would do this is problematical. To the game we would bring the largest economic potential in the world. But our handicaps would be equally impressive.

First, under a system in which political and economic motivations are inextricably fused, a democratic nation, and particularly one with a tradition of freedom in its domestic enterprise, would operate at a great disadvantage. We should inevitably be driven toward more and more government control of our entire economy.

Second, with a pattern of foreign trade in which our exports habitually are greater than our imports, our bargaining position in international trade is much weaker than the counterforce strength would suggest. Under state-controlled trading we should still find it difficult to compete successfully without resort to loans, and under these conditions our loans would be supporting a system alien to our choice and interest.

Third, under a regimented system which made economic decisions subservient to political considerations, it is virtually certain that the volume of world trade would shrink. That was the clear experience of the thirties—thirties. Thus, the

standard of living in the United States would suffer in common with all others, and we would be forced into a particularly drastic curtailment of certain war-expanded segments of our economy, at the very time when a large portion of the world is most in need of the products they can produce.

Weighing the Alternative Costs

In the years immediately ahead it is certain that from two-thirds to three-quarters of all international trade will be transacted either in pounds or dollars. If both currencies are linked in a determined effort to restore competitive world markets, to which buyers and sellers alike have access without discrimination, that will be the dominant system of foreign trade. If the sterling group with its satellites organizes a closed grid, our exclusive effort cannot preserve the trade pattern that we believe offers most to us and to the world.

No one can accurately measure the costs to the United States of refusing the loan and accepting the consequences. But unquestionably they would dwarf to insignificance the sum risked in the proposed credit. We would lose through the shrinkage of our trade, through the wrench of violent readjustments in our production patterns, and eventually through the curtailment of our over-all output below what it would be under an open rather than a closed system. We would lose heavily in economic liberty under a procedure that can be followed with success only by a close regimentation of production as well as trade.

Most of all, we would lose in prestige, through demonstrating that we are still unprepared to exercise a world leadership to which our giant stature as the possessor of almost half of the world's economic capacity entitles us. Once again we would be exhibiting to the world political feet of clay supporting an economic frame of heroic proportions.

It Is Far from a "Soft" Bargain

There has been some disposition in this country to regard the loan to Britain as a somewhat "soft" and generally unprecedented transaction that smacks of charity. This is the shrewdest nonsense.

In the first place, the kind of economic system we want has never functioned and cannot operate now without a lender. For many decades prior to World War I Great Britain filled the creditor role. In 1913 her foreign investments totaled \$19 billion, and she not only made such transactions pay, but they proved her salvation through two grim wars. Her credits helped in the industrial development of a large segment of the world, including the United States. Of all the nations in the world, only the United States can assume now the mantle which Britain no longer can support.

In the second place, the terms of our proposed loan to the United Kingdom are far from easy. Britain put a substantially greater proportion of her relatively meager resources into the war than we did, and dissipated a large share of her foreign holdings in the process while accumulating an outside debt of crushing magnitude. On a per capita basis her internal debt is greater than ours. Many Britons feel that our proposed loan is too small, and its terms too rigorous. If the amount proves to be inadequate, we shall have to consider supplemental aid at a later date. But the majority believe that the present offer gives a fighting chance to restore the system of world trade that we and they both want, and upon which the World Bank, the Monetary Fund, and the International Trade Organization under United Nations aegis are based. It is certain that without our loan all of this will go by the board.

In the third place, our proposed loan is far from being without precedent. Canada, which is linked by far closer economic ties to us than is Britain, already has provided for a loan to Britain of \$1,200,000,000. This amounts to almost a third of what we propose to lend, although Canada's population is less than 10 per cent, and her income is little more than 5 per cent of ours.

Shall the United States Lead or Follow?

The way to exercise leadership is to lead. Nothing could be more brittle than to go half way toward establishing the economic order for which we stand, and then withhold the crucial resource that will make it pay. Failure to approve the loan to Britain will be a clear denial of leadership. Failure to approve it promptly will dissipate its effectiveness.

It has been officially stated that the British loan is a unique case that will establish no precedents for further credits to other nations. It is exceptional in its importance to our aim. But if the United States expects to make its economic program the dominant one for world trade, it must continue to exercise the creditor function without which that program cannot persist.

The mass that we should ask in that future loan transactions be scrutinized as was this one to see to that they offer comparable security and comparable return in support of the program for which we stand.

For the loan to Britain, it can be said that never before has one nation had an opportunity to gain so much at so little risk as has the United States in this uniquely decisive case.

John H. McEwen, Jr.

President, McGraw-Hill Publishing Co., Inc.

NATA—Another Step Forward

REORGANIZATION of National Aviation Trades Association's structure from a regional to a state basis was proposed by members of the Third Region meeting last week in Chicago. State officials would elect national officers. This suggestion, which has arisen since the successful first region meeting in February, is a progressive step.

It was wartime when NATA adopted the same regional system as was used by CAA, then the only customer of this industry which was converting to the greatest pilot training program the world has ever seen.

With return of normal commercial air services, however, the regional system no longer has any logical basis for NATA. State operators groups, on the other hand, already have shown promise, primarily

because of the similarity of members' problems.

A strong, clearly-built national association, backed by 48 healthy state units, organized within six months, would command the respect immediately of Congress, government and other industries to an extent most operators now would believe impossible of attainment for years to come.

Third Region executives, headed by President James Hamilton, and the outstanding members who attended, deserve much commendation for a successful meeting.

If other NATA regions show the enthusiasm, foresight, and intelligence already evident in the First and Third, there still is real hope that NATA will be salvaged and built up to a viable, authoritative voice of the aircraft service operator.

CAB Ending the Log-Jam

THINGS are looking up at CAB. The President's recent appointment of Clarence Young and nomination of the distinguished James M. Landa to succeed L. Welch Pogue, augur well for a CAB which will merit respect and passage, although the imminent loss of Mr. Pogue will be great indeed. He has performed an outstanding public service.

Meanwhile, finally freed of the tremendous problem inherent in formation of a world air transportation organization, the Board's staff is accelerating its pace and has broken the log-jam of delayed opinions. The Rocky Mountain and Florida feeder decisions have been released. As they were written the outlook was for five more decisions soon, first of them on routes. These will include the New England and West Coast cases. The Hawaiian decision, involving overseas domestic service, also is due. The Board's second foreign route decision, the Latin American case, which has been baited about between State, War, and Navy Departments for so long, should see the light shortly. Further in the future

is the Pacific case, involving new routes to the Orient.

The vital non-scheduled transportation order case, in which CAB will decide whether and to what extent it will regulate such carriers, is under study. The Board's approach to this problem is expected to be cautious, perhaps setting up guiding principles which will seek to protect the public, though still permit growth of this type of operation. A series of accidents by uncertificated carriers will assure a speedy crackdown. Maintenance of the recent good performance record will be the best guarantee of least government control.

But with prompt issuance in each area of feeder decisions and their promise of road rates the Board will end the long period of uncertainty which has cost feeder applicants so many thousands of dollars in hearings, procedures, and in business lost to re-confiscated but operating passenger air carriers. Feeling at CAB is that Senators will see the critical bottleneck in decisions broken.

ROBERT H. WOOD



New flying comfort for your passengers begins here

• IT'S THE SPERRY MODEL A-12 GYROPILOT •

Smoother flying and undisturbed comfort in rough air—this innovation, favorable passenger response. The remarkable improvement made possible by the Sperry A-12 Gyrocompass is evident at all times—in the elimination of over-control and in the absence of "bucking" and "yawing."

With this Gyrocompass, the human pilot has complete gyro-stabilized control of his aircraft for true comfort and efficient flight operations and for...

- Automatic approach and automatic landing
- Perfectly locked nose at any air speed—automatically
- Gyroscopic compass directional control—continuously aligned to the magnetic meridian

- Automatic holding of any selected altitude
- Automatic trim of elevator controls for changing load conditions and speeds
- Electric and mechanical indicators—economically meeting proper manual operation
- Automatic and instantaneous synchronization—no matching of pointers or other indications

- Minimum cost of installation and low service requirements—any part can be replaced in a matter of minutes.

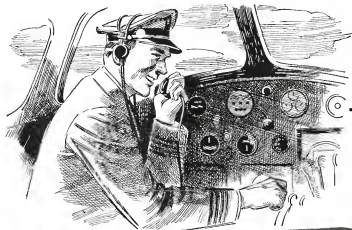
Here is the instrument that revolutionizes all former conceptions of comfort in air travel. Our Aeronautical Department will be glad to supply you with complete information about the Sperry Model A-12 Gyrocompass.

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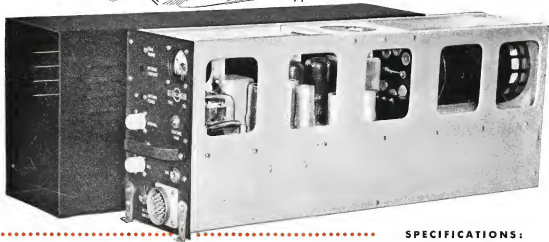


Sperry Gyroscope Company, Inc.

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LOS ANGELES • SAN FRANCISCO • NEW ORLEANS • BIRMINGHAM • CLEVELAND • SEATTLE
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•
The Collins
17K-1 Transmitter



Lightweight VHF for Aircraft

The 17K-1 is a five frequency, crystal controlled radio transmitter for commercial and itinerant aircraft use in the 122-132 mc band. The complete transmitter, including a dynamotor power supply, is housed in a single $\frac{1}{2}$ ATR unit cabinet. Transmitter, control box, and interconnecting cable weigh less than 20 pounds.

Remote control facilities allow complete freedom in locating the 17K-1 in the plane. An antenna transfer relay is available, if desired, in order to operate a receiver from the transmitting antenna.

The power output, adequate for the VHF range, is conservatively rated at 5 watts. Total power drain is held to a minimum during both stand-by and operation.

The audio circuit employs peak clipping to raise appreciably the effective modulation level and allow full use of the carrier power.

The 17K-1, thoroughly engineered and flight tested, enables its owners to obtain maximum benefit from the new VHF aircraft frequencies. Write today for early delivery. The Collins Radio Company, Cedar Rapids, Iowa; 11 West 42nd Street, New York 18, N. Y.

SPECIFICATIONS:

Frequency range: 122-132 mc.

Size: $\frac{1}{2}$ ATR unit.

Total weight: less than
20 pounds.

Number of frequencies: five.

Frequency control:
quartz crystals.

Power output:
5 watts minimum.

Type of emission:
voice modulation.

Output impedance:
50 ohm concentric line.

Power source: 12 volts d-c
or 26.5 volts d-c.

IN RADIO COMMUNICATIONS, IT'S...

